

1981 FORD



B-SERIES CHASSIS



**MEET OR EXCEED
N.E.A. STANDARDS**
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1981 FORD SCHOOL BUS CHASSIS

Designed for diesels!

Overall inflationary pressures and high fuel costs in particular are leading America to diesel power as never before. And Ford is ready with modern fuel-efficient diesel engines in the tough Ford School Bus Chassis.

Fuel-efficient gas engines.

Ford also offers fuel-efficient design in gas engines, too. Modern Lima V-8's are the best answer for many applica-

tions. Ford tests show they use less fuel than the engines they previously replaced. The 7.0L (429) V-8 also includes a fan clutch as standard. In addition, you have a choice of fuel-efficient options, such as steel-belted radial tires and fan clutch (for 6.1L V-8's) to match your requirements.

Tough construction.

Ford's full-channel straight-through frames are constructed of up to 110,000 psi hi-tensile steel. Rivet-free top flanges for easy body installation. And Ford B-Series Chassis has a sturdy steel-reinforced, rust-free fiberglass grille opening panel and front fender with a distinctive ABS-molded grille.

Designed for diesels.

The modern 8.2L Detroit Diesel powered B-Series is practical for many School Bus applications. And they're easy to

drive—beginning with simple key-starting. Transmissions include automatic and synchronized 4-spd. or 5-spd. manuals. Diesel is available in naturally aspirated or turbocharged versions.

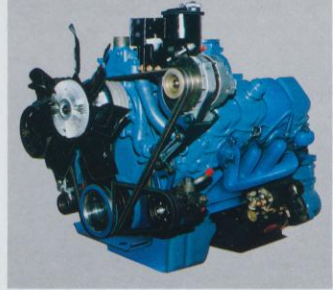
Substantially better fuel economy.

In Ford fuel economy tests, the DDA 8.2L "Fuel Pincher" diesel demonstrated 94% better fuel economy than comparably equipped gas-powered trucks in similar applications. Your improvement will vary depending on how you use your school bus.

Ford B-Series Chassis meet or exceed latest National Education Association Standards.*

*Optional fender undercoating (dealer installed) and matching front and rear tires (optional) may be required to meet N.E.A. standards.

1. Front wheels turn up to 45 degrees for maneuvering ease. Power steering is standard.
2. Long front springs and progressive radius-leaf type rear springs with rubber bushings.
3. Husky ladder-type frame with straight-through rails. Frames tailored to wheelbases up to 110,000 psi steel for 275 in. (6,990 mm) wb.

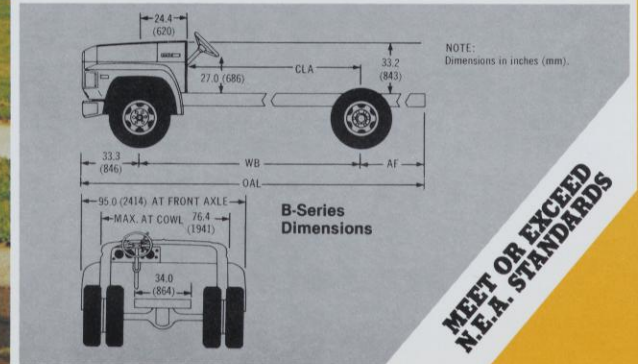
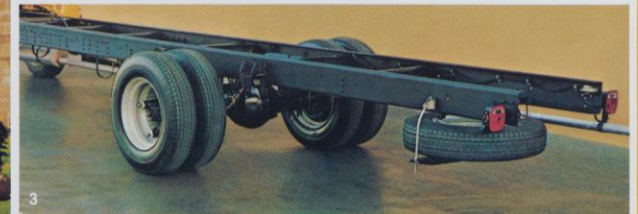


DDA 8.2L Fuel Pincher Diesel
Helping to make fuel go farther for America.

B-Series Chassis Selector

Maximum Number of Passengers*	Chassis Series	WB in. (mm)	CLA in. (mm)	AF in. (mm)	OAL in. (mm)
36	B-600	151(3,840)	126.8(3,220)	104.3(2,649)	288.8(7,335)
48		193(4,900)	168.5(4,280)	111.4(2,830)	337.6(8,576)
54		217(5,510)	192.5(4,890)	129.5(3,289)	379.7(9,645)
60		237(6,020)	212.6(5,400)	132.2(3,358)	402.5(10,224)
66	B-700	237(6,020)	212.6(5,400)	132.2(3,358)	402.5(10,224)
66		255(6,480)	230.7(5,860)	146.4(3,719)	434.8(11,045)
72		275(6,990)	250.8(6,370)	135.8(3,449)	444.3(11,285)

Dimensions in [mm.] are for base models w/standard equipment.
*Check with bus body supplier as the capacity may be less due to seat spacing, state requirements, etc.



MEET OR EXCEED N.E.A. STANDARDS

FORD ECONOLINES FOR SCHOOL BUSES

Ford E-350 Econoline Super Vans (Cargo or Window) are now available with a School Bus Body Builder Preparation Package that includes: 60-amp. alternator, 68 amp-hr. battery, Soft Ride springs, courtesy light door switches, rear door latch/lock, banded and tinted main front door glass. Bright 9"x6" (229 mm x 152 mm) swing-out mirrors are required.

For '81, School Bus Body Builder Preparation Packages of varying content are also available on Ford E-350 Commercial Cutaway and Stripped Chassis.

Bus conversions can be completed by various manufacturers to meet your school's requirements.



SERIES		8-600	8-700
GVW RATING: lb. (kg)	Max.	24,500(11,113)	27,500(12,474)
CAPACITY (passengers)	Range	36-60	60-72
AXLE, FRONT: Rating (lb.)	Std.	6,000	7,000
	Opt.	7,000	7,500, 9,000
	Std.	15,000	17,500
AXLE, Rear: Rating (lb.)	Opt.	13,000, 17,500	17,500, 18,500
BRAKES, SERVICE, Self-adjusting with split hydraulic brake system	Std.	Power-Hydr.	Power-Hydr.
	Opt.	—	Air
BRAKES, PARKING	Std.	Internal Shoe	Internal Shoe
With Orscheln parking brake lever	Opt.	—	Spring-Set w/ Air Brakes
ELECTRICAL SYSTEM	Battery	380 CCA (45 amp-hr.)	380 CCA (45 amp-hr.)
	Maint. Free Alternator	Opt. 1, 2 or 3 475 CCA (71 amp-hr.)	1, 2 or 3 475 CCA (71 amp-hr.)
	Std.	70 amp.	70 amp.
	Opt.	60 amp., 90 amp., 105 amp., 130 amp.	60 amp., 90 amp., 105 amp., 130 amp.
ENGINES	Std.	6.1L (370) 2V V-8	6.1L (370) 2V V-8
	Opt.	6.1L (370) 4V V-8 8.2L-N (500) V-8 Diesel†	6.1L (370) 4V V-8 7.0L (429) 4V V-8 8.2L-N (500) V-8 Diesel† 8.2L-T (500) V-8 Diesel†
CLUTCH (Dis. in.)	Std.	13	13
TRANSMISSIONS (Direct)	Std.	4-Spd.	4-Spd.
	Opt.	5-Spd., 4-Spd. Auto	5-Spd., 4-Spd. Auto
FRAME (Section Modulus)	Std.	7.6 (10.2 w/237" wb.)	10.2 (10.8 w/275" wb.)
SHOCK ABSORBERS	Std.	Front & Rear	Front & Rear
SPRINGS, FRONT: Capacity @ Grd. (lb.)	Std.	3,425, 3,700 (w/7,000 axle)	3,700, 4,500 (w/7,500 and 9,000 axle)
SPRINGS, REAR: Capacity @ Grd. (lb.)	Std.	7,500	9,125
	Opt.	9,125 (w/15,000 axle) 10,590 (except 13,000 axle)	10,590
POWER STEERING	Std.	Std.	Std.
WHEELS	Std.	Cast Spoke	Cast Spoke
	Opt.	6-Hole Disc	6- or 10-Hole Disc
TIRES (Tube-Type—Nylon)	Std.	8.25x20 10PR	9.00x20 10PR
	Opt.	9.00x20 12PR	10.00x20 12PR

ADDITIONAL STANDARD EQUIPMENT—Flu-Flu Face Cowl, Chrome Yellow Paint, Emergency Lamp Flasher, Front and Rear Turn Signals
ADDITIONAL OPTIONAL EQUIPMENT—Hydraulic Jack, Spare Wheel Carrier, Spare Wheel and Tire, Front Tow Hooks
 †Tubeless—including radials are available.
 ‡Includes 14" dampened disc ceramic clutch, engine oil cooler and two 475 CCA batteries
 ■Minimum optional tires 7.50x20 10PR. Use adequate tires for loads and type of service. Consult your Ford Dealer.

Buy or lease a tough Ford Truck—a great choice either way!



...FOR SURE

Replacement Parts

Be sure to specify genuine Ford-approved Motorcraft parts from your Ford Dealer.

Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford Division reserves the right to discontinue models or options at any time or change specifications and materials, equipment or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available are at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Act (OSHA), and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle, and to arrange for the installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations, and Ford assumes no responsibility for their use.

FORD TRUCKS

FORD DIVISION

